

CONFIDENTIAL

Approved For Release 2003/12/22 : CIA-RDP82-00457R005900240010-4
SECRET

25X1

CENTRAL INTELLIGENCE AGENCY

25X1

-1-

German Railroads

The Director General
41 BL

Berlin, 12 July 1950

To the

Railroad Directorates of Berlin, Cottbus, Greifswald
Control Agency for Locomotive Columns in Berlin

For information

to the Railroad Directorates of Dresden, Erfurt, Halle, Magdeburg, Schwerin

Subject: Reorganization of Locomotive Columns

1. The agreement concluded with the U.S.S.R. on the transit traffic through Poland requires the reorganization of the locomotive columns used to date for this purpose. Until further notice the railroad stations of Frankfurt, Kuestrin and Guben are to be used as border crossing stations by the transit freight trains. Locomotive columns are to be provided only for these crossing stations, and these only for the transit traffic to the U.S.S.R. via Poland. In the future the locomotive power for these trains will be the same on the German railroad lines to and from the crossing stations as that used for the other trains in inland traffic.
2. To carry through the transit traffic, four columns are immediately to be made available in Frankfurt. Columns No 2, 5 and 8 are already stationed in Frankfurt, and Column No 4 will be transferred from Lichtenberg. These columns will include only type 52 locomotives. To provide adequate storage facilities for these locomotives the transfer of the railroad car maintenance shop located in the engine houses of the freight yard is to be done as fast as possible. The Bw (minor repair shop) Frankfurt will handle only the column locomotives in addition to the minimum of indispensable locomotives which are required for local needs. Within the German Democratic Republic the transit trains are to be pulled by locomotives of the Railroad Directorates of Berlin, Cottbus and Greifswald to and from Frankfurt. The enlargement of the Bw Frankfurt will show whether the establishment of a special Bw-group for the column locomotives answers the regular demands or whether the establishment of two separate agencies is more suitable. The personnel needed for the operation of the locomotive columns are to be selected from railroadmen of Frankfurt as far as possible. The procurement or construction of more official residences to billet column personnel should be initiated as a first-priority project.
3. Within the Railroad District of Cottbus two columns are to be held available for the crossing station of Guben. One will be in Cottbus, the other in Hoyerswerda. Each of these columns is to have 30 locomotives. A special group will be established with each Bw to direct the columns.
4. Column 3 in Pankow, Column 7 in Karlshorst and Column 13 in Seddin will be dissolved. All locomotives of Column 9 will be parked.
5. Within the district of the Railroad Directorate of Greifswald Column 6 and 12, stationed in Pasewalk and Angermuende, are also to be dissolved. The traffic to Poland via Scheune is to use locomotives of the Bws in Pasewalk and Angermuende. The Railroad Directorate of Greifswald can take the locomotives needed for this purpose from the railroad directorate reserve. Since brigade railroad cars are required for trips to Stettin they will be taken from the parked columns.

25X1

CONFIDENTIAL

CONFIDENTIAL~~SECRET~~

25X1

CENTRAL INTELLIGENCE AGENCY

-2-

Annex 1 to

25X1

6. The three Berlin columns, the remainder of the Cottbus No 9 and the two Greifswald columns are, together with the passenger cars, to be parked cold on suitable tracks. This is not to be done in the Berlin area or in the immediate vicinity of a Dw or RAW (major repair shop). About 12 to 15 men are to be selected from the old column personnel to guard and maintain by rotation, the locomotives and railroad cars of each complete column. At regular intervals the teams will be exchanged for active column personnel. The locomotives are not to be used except by my special permission. However, they may be exchanged for other column locomotives which have come from the RAW. They are considered a permanent column reserve and the number of locomotives exchanged should be put in parenthesis in column No 38 of the Locomotive Condition Report on the total number of the column locomotives. The new forms for Locomotive Condition Reports, effective 1 August 1950, provide an extra column to indicate the use of column locomotives.
7. The railroadmen, escort personnel and railroad car foremen who become available upon the dissolution of the columns are to be re-assigned to their home offices. The number of handcraftsmen and operational workers is to be reduced along with the old column-Dws. A special regulation on the change of personnel will be issued.
8. Due consideration should be given to the defective condition of the brigade railroad cars. The cars best-maintained should be selected for the columns remaining in service. The demountable furnishings are to be removed from the parked railroad cars, with the exception of the cars for the guard personnel, and are to be safely stored.
9. The control office in charge of locomotive columns at the Railroad Directorate in Berlin is to be dissolved. Its responsibilities will rest with the Reichsbahn Frankfurt which will receive an increase of one or two employees. Investigation should be made as to whether the transfer from Berlin to Frankfurt of the ration supply point for locomotive columns is advisable.

The Railroad Directorates in Berlin, Cottbus and Greifswald will report on the execution of the measures decreed above by 25 July 1950. The location of the surplus columns is to be particularly noted.

Signed: Kreilkemeyer

~~SECRET~~**CONFIDENTIAL**